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Special Advertisements

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less valuable is it to have our railway administration placed in personal communication with so many sources of information, opened up by Mr. DEAN, in relation to the rapidly advancing development of locomotion in its many forms. It is to be anticipated that the more matured conclusions that may be based on this general survey; but there are some points of view presenting themselves in the report, in relation to the transmission of telegraphic messages, to suggest themselves for consideration. One of these is in the evident development which has taken place in electric traction, and the difficulties that still seem to stand in the way of its general application, would have on the foreign market, where competitors are watching only too keenly every opportunity for advantage. All well that ends well, and the mines of Newcastle as well as the community in general are to be congratulated on the happy turn that events appear to have taken.

TELEGRAPHIC INTERCOURSE.—Intelligence reached Sydney yesterday to the effect that telegraphic communication on the overland line to Port Darwin was interrupted by a landslide at a place called Spring Creek. The Postmaster-General was advised that the repairing party started at 9 a.m. on Sunday to ascertain the cause of the interruption.

ARRIVAL OF THE "ARCTIC".—The

It will be noticed that what may be called the old-fashioned system of the overhead wire for the transmission of motive energy has not been displaced, notwithstanding the alleged virtues of the new system, by any objection against it on account of unsightliness and supposed dangers, and that neither the system of underground conduit nor that of the carriage of stored electricity on board the locomotor has established its ascendancy. At the same time, it can hardly be said that in electric traction through the overhead wire results have been achieved that surpass anything that we have hitherto obtained on this side of the globe. A rate of 25 miles and even 32 miles an hour, and on a line on the further side of the Atlantic, a rate of 100 miles, are but small gains, and a large

—VICE-ADMIRAL BOWDEN-SMITH, his family, and his staff will have to fly to England to-day. The Vice-Admiral is expected to go aboard the Ormside to-morrow, and will be accompanied by his wife and two children. It is probable that the new Commander-in-Chief of the station will, with his staff, go aboard the steamer at the same time to take up his quarters in the Admiralty House. After bidding farewell to Admiral and Mrs. Bowden-Smith, Admiral Bredon and his staff will go aboard the flagship, H.M.S. Orlando, to-morrow, and will be accompanied by the Commodore, Captain H.M.S. Crescent shall proceed to the harbour. It is expected that, as the Crescent leaves her moorings, there will be a farewell between the two admirals, and the warships remaining in the cove, and that there will be a renewal of the cheering in honour of Admiral and Mrs. Bowden-Smith as the Ormside sails.

NEW ANNUAL—Vice-Admiral Bredon

track, is hardly noteworthy as the incline of the lines in Southern California, and even in the neighbourhood of San Francisco, with grades of one in seven, worked by electricity and without difficulty. It is probable that the principal doubts popularly entertained in Australia regarding electric traction have been as to the possibility of negotiating steep inclines; and the slowness with which we have been accustomed to see electric cars proceeding when ascending up a mountain slope has created the impression that the electric energy is strained to breaking point when called on to labour up a hill. Mr. DEANE's report seems to tell us it has been otherwise in his experience of American lines, and if now assumed the full responsibilities of his position as Commander-in-Chief of the Australian National Station. On Thursday his Excellency, accompanied by Mr. Deane, proceeded to the inspection of the depot at Garden Island, and on Friday he visited Spectacle Island. Admiral Rowley-Smith was one of the party. Admittedly the cars used will be of the same type as those at the Panama.

ADDRESS BY THE PANAMA.—On Wednesday next the Premier, Mr. G. H. Reid, will visit the Albion Park Agricultural Show, and will probably take the opportunity of making a speech on the subject of the proposed electric tramway to deliver a public address at Denquin on his way back from Hobart. It is probable he will accept the invitation.

PAYMENT OF A DEBT.—Some questions have been raised about the legality of the Parliamentary Allowance Act, and Mr. T. M. Slattery has been retained by a committee of citizens who are

say it is the only way to get traction it may have predicted that the objections to unhealthiness will be foregone in Australia for the sake of the many and evident advantages that come of electric traction. Nobody needs to be told of the advantages and attractiveness of the cable tram system. For comfort and convenience it can probably never be surpassed. But the expense of construction and the waste of motive power in working present two features in connection with it that seriously handicap it in competition, and if the system of electric traction can only be brought to a moderate state of perfection, it cannot but prove a formidable rival to the popular system of the cable tram. The augmentation of

American cities with their tramway systems show a similar preference for the method of the electric overhead trolley, and the fact that 6000 miles of tramway are worked by the method seems to confirm the opinion that it is "the one that most generally serves the public best." In connection with this it is interesting to note what is said of the wedding of rails in America, and so long as the tram rails are necessary for the return of the "fluid," it is easy enough to understand what an impediment may be interposed in the ordinary loose connection between the rails on a transatlantic line. The use of the underground conveyance of electricity by a central tunnel or pipe, has elicited the opinion from Mr. DEANE which we might

has expected. It is sufficient as long as it is not interfered with by water. At two places only, one Washington, the other Pueblo, the water has been so high that the conduit system working satisfactorily; but on each case subject, of course, to failure at any time in the event of a rush of water even temporarily invading the conduit pipe and dissipating the electricity.

It is a significant fact that the accumulator used as reported by Mr. DEANE, was not made way in America. Instances are cited of success—in one case that of a company with electric locomotives of 85 tons weight, more powerful than a steam locomotive, from one of the crack express lines in the United States. But it is equally obvious that the enormous weight of material necessitated for the storage of

in order, that it is four or five weeks, the boat will go down to Hobart, and probably will be there for a week or two before returning to the islands. No change has been made in her staff of officers since she last visited this port. Yesterday the boat was surrounded and visited by many visitors. A line of boats crowded with passengers was going from Port Macquarie all the afternoon, and the big ship's decks were alive with sightseers. The boat will leave for Sydney, giving the departure from there of H.M.S. Curlew, homeward-bound. She will call at Albany. She will also make the departure from Melbourne of H.M.S. Kingston.

**MAIL STEAMER.**—To-day at noon the Oriental steamer Ormuz will leave the quay for London with a first-rate list of passengers, and her place will be taken up by the *Protova*, a Russian steamer bound for St. Petersburg. There were 107 passengers on board the *Ormuz*. She had 10

electric energy puts the locomotive storage system as yet developed, except for short distances and on very level ground, well out of the question, and the two are thrown back in our minds to the old dream of the overhead conducting wire for electric traction. It by no means follows that scientific invention is necessarily limited to this for all time; but American and European experience, as interpreted by Mr. Deane, seems to show that the electric trolley is the only way to have the traction in which tramway development will tend for some years to come.

At last it may be hoped with some confidence that the long-lingering trouble at the Newcastle mine has passed away and that that much-vexed district is about

very successful in its efforts, having left behind with nearly every berth engaged in the coal trade, the only ship in the colony. Lady Casuarina, widow of the hero of Cabel, journeyed to Sydney by the Orontea. Mr. and Miss Paul and Mrs. Campbell Pradl were aboard the German steamer, which arrived on Sunday from Bremen, with 85 passengers. The newly-appointed German Consul, who is on his way to Auckland, is a passenger.

TRAMPING FROM TASMANIA.—The steamer Orontea, about 1000 tons, ship in the Union Company's fleet, again distinguished herself on her run across from Hobart to Melbourne this time. She arrived here last night with about 100 passengers on board, including excursionists from the Tasmanian Exhibition. The service now being performed by the Rotomahana from Sydney is a new one. The run is from Sydney to Hobart, and back to Sydney, and then to Melbourne, in the same route. On the run Hobart to

Mellorhouse the Rotomahana was but 303 tons, one of the fastest on record between those ports. Among the passengers to Sydney were the late Premier and his wife, Mr. and Mrs. H. B. Sturt.

**NEW ZEALAND AFFAIRS.—ARRIVAL OF THE MONOWAI.**—The Monowai, from Auckland, has just arrived at the wharf, and it is expected that she has carried for many a day. Fortunately the ship "went down" was crowded, and when the rush for luggage and the passengers to get on shore was over, the Monowai was left with a few passengers and a few crew. A good deal of discontent and discontent coursed on the wharf, the only outlet for the hundreds of people being in the Monowai. The Monowai was the only ship of luggage through that aperture was unimportant. The Monowai brings word that the Bishop of Salisbury arrived at the Bluff by the Manapouri on the 10th inst. and that he will be in Auckland during his visit on the 11th inst. The company

nelves bound to vote for carrying things to extremities. The spirit of conciliation and mutual concession which was being simultaneously shown in composing the differences at the Hefton mines, even more than at the Hefton, may be looked on as expressive of the sentiment that has come over the relations of miners and owners in the district, and the happy decision of the ballot comes opportunely to put the finishing touch to the work of conciliation. It is difficult to overestimate the advantages to the people of the district in the passing away of this threatened trouble. No one could at this time have doubted how it would have resulted in the end, or have viewed with

would have elapsed before the struggle would have finished its pitiless work. No wonder shopkeepers and traders of every kind viewed with anxiety the possible coming of a general strike to renew the bitter memories of their former experiences; and no wonder that everyone capable of taking a wider view than that of mere immediate incidents, dreaded the effect which another suspension of the coal trade of Newcastle















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R. Johnstone, opp. Randwick Racecourse.  
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YOUNG POPULAR COSETS, is *in* *the*  
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George-street, next to Royal Arcade.  
competent clean, neat, fervent, Protestant.  
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Apply 206 Clarence-st.  
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young Woman, nurse child and make in-  
low wages. 16 Koolin-rdms, Eter Job.  
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No. 234 Forbes-st, Darlinghurst.  
respectable young Girl as NURSE, day  
and night, 120 Windsor-st, Paddington.  
or son, near Forbes-st, good income, and  
in family, 150, good place. Y.W.C.A.  
respectable General Servant, want be-  
lieve, ref. req. North Shore Hotel, Bayside.  
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53 George-st., Haymarket.  
A young girl as NURSE, and smart house-  
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A thorough general SERVANT, can also be  
49 Downing-st., Moore Park.  
A tidy little girl, used in housework. Apply  
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GIRL, useful, 37, wages 10, sleep 6  
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 responsible young, Person General M-114 Harrington.  
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Apply early, 126 Oxford-st.  
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 Young married couple, no children, with  
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 ... a competent COOK; also a PARLOUR  
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